



Washington State Freight and Goods Transportation System (FGTS) 2025 Update



April 2026

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Introduction

The communities and businesses of Washington depend on a strong and interconnected freight transportation system to sustain their livelihoods and commerce. This system is responsible for transporting nearly all goods that are produced, sold or consumed in Washington, moving approximately \$609 billion of cargo in 2024¹. The Freight and Goods Transportation System is a unique classification system of multimodal freight corridors in Washington state, organizing these corridors by annual freight tonnage transported via truck, rail and waterway.

WSDOT is responsible for designating and updating the FGTS system every two years. The Freight and Goods Transportation System serves three primary purposes:

1. Meeting two requirements identified in state law: 1) The Freight Mobility Strategic Investment Board (FMSIB) is required to designate and update the list of strategic freight corridors within the state not less than every two years² and 2) Washington State Department of Transportation (WSDOT) is required to designate a Freight and Goods Transportation System, including state highways, county roads, and city streets³.
2. Providing a valuable and comprehensive refreshed set of freight data sources to support various planning processes, including the state freight plan, transportation corridor planning studies, Metropolitan Planning Organizations (MPO) long-range transportation plans, and city transportation master plans.
3. Used to inform freight investment decisions. For example, FMSIB adopted the designation of strategic freight corridors in 2025 to inform the future development of a six-year program of highest-priority freight mobility investments. WSDOT also uses the FGTS classification as one of several quantitative data sources to evaluate freight benefits and prioritize freight projects for National Highway Freight Program funding allocations.

¹ WSDOT analysis of FHWA Freight Analysis Framework 5.7 data, 2024

² RCW 47.06A.020(4): <https://app.leg.wa.gov/Rcw/default.aspx?cite=47.06A.020>

³ RCW 47.05.021 (4): <https://apps.leg.wa.gov/RCW/default.aspx?cite=47.05.021>

FGTS classification criteria

The FGTS tonnage classification criteria

The FGTS tonnage classification system classifies freight corridors into different categories based on annual freight tonnage movement. It defines tonnage thresholds for truck, rail, and waterway freight corridors and identifies heavily used freight transportation networks within the state.

FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage:

T-1	More than 10 million tons per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year

FGTS rail freight corridors are classified as R-1 through R-5, based on annual gross freight tonnage:

R-1	More than 5 million tons per year
R-2	1 million to 5 million tons per year
R-3	500,000 to 1 million tons per year
R-4	100,000 to 500,000 tons per year
R-5	Less than 100,000 tons per year

FGTS waterway freight corridors are classified as W-1 through W-5, based on annual net freight tonnage:

W-1	More than 25 million tons per year
W-2	10 million to 25 million tons per year
W-3	5 million to 10 million tons per year
W-4	2.5 million to 5 million tons per year
W-5	0.9 million to 2.5 million tons per year

Strategic freight corridor criteria

FMSIB adopts strategic freight corridors based on the FGTS system. Strategic Freight Corridors (RCW 47.06A.010) means a transportation corridor of great economic importance within an integrated freight system that carried freight tonnages of at least:

- Four million gross tons annually on state highways, city streets, and county roads
- Five million gross tons annually on rail roads
- Two and one-half million net tons on waterways

Strategic freight corridors are a subset of the FGTS system comprised of T-1 and T-2 truck freight corridors, R-1 rail freight corridors, and W-1 through W-4 waterway freight corridors (See Exhibit 1).

Exhibit 1: Connections between FGTS and Strategic Freight Corridors

FGTS Truck Corridors	T-1: more than 10 million tons	} Strategic Freight Corridors
	T-2: 4 to 10 million tons	
	T-3: 300,000 to 4 million tons	
	T-4: 100,000 to 300,000 tons	
	T-5: at least 20,000 tons in 60 days	
FGTS Rail Freight Corridors	R-1: more than 5 million tons	
	R-2: 1 million to 5 million tons	
	R-3: 500,000 to 1 million tons	
	R-4: 100,000 to 500,000 tons	
	R-5: less than 100,000 tons	
FGTS Waterway Freight Corridors	W-1: more than 25 million tons	
	W-2: 10 to 25 million tons	
	W-3: 5 to 10 million tons	
	W-4: 2.5 million to 5 million tons	
	W-5: 0.9 to 2.5 million tons	

Changes to 2025 FGTS Update

For 2025 T-1 and T-2 corridor designation, WSDOT required data for truck volume and tonnage to be current, specifically no older than June 2021. This update in data reporting requirements ensures that Strategic Freight Corridor designations are based on accurate and timely data to support sound decision-making. Truck routes missing sufficient or recent data will be ineligible for T-1/T-2 classification. WSDOT communicated this change to MPOs/RTPOs and cities in November 2024 and emphasized the requirement during the local data request process earlier in 2025. Any truck routes that do not meet these updated requirements are listed as GAP under the FGTS Class field in Appendix B tables for city streets. There are also a small number of county roads classified as NC (Non-Classified) at the time of reporting. These NC roads are Non-Strategic Corridors (T-3, T-4 and T-5) that were not validated by the counties at the time of submission and will be finalized prior to inclusion in the 2027 FGTS.

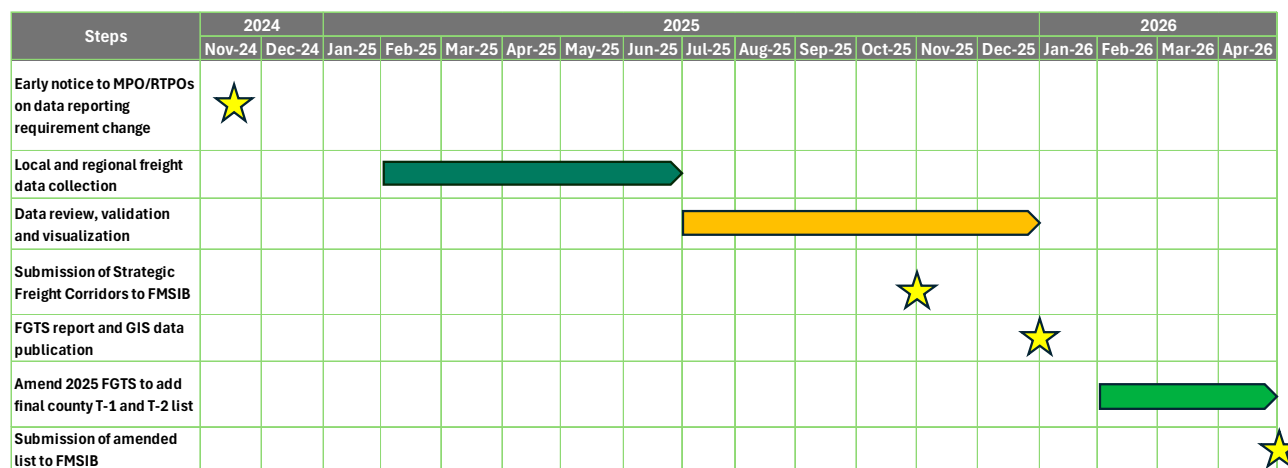
In September 2024, the County Road Administration Board (CRAB) initiated an amendment to the Washington Administrative Code (WAC), adding [WAC 136-60-070: Traffic Study Update Frequency](#). This updated WAC specifies that traffic counts used to validate county road segments carrying over four million tons of freight annually must be updated by December 31st, 2025, and subsequently every four years thereafter. CRAB’s updated WAC requirements created a need for an amendment to FGTS reporting. Numerous counties continued to collect and report FGTS data until the end of December 2025 to satisfy this requirement. WSDOT coordinated with CRAB to validate and finalize the remaining T-1 and T-2 county data between February and April 2026, amending the finalized data to the 2025 FGTS report at the end of April 2026.

FGTS Update Process and Approach

The 2025 FGTS update is the result of a collaborative process involving various entities. The FGTS update process includes four major steps: freight data collection from various entities, freight data validation and visualization, FMSIB adoption and data publication. Exhibit 2 highlights the important steps, timeframes, and milestones in this process.

- Data collection:** For state highways, WSDOT collects truck volume data through its own traffic data monitoring program. For city streets, WSDOT coordinates with MPO/RTPOs to request city data. For county roads, WSDOT coordinates with the County Road Administration Board (CRAB), which facilitates requesting and reporting of truck volume data and updated corridor classification from 39 counties. WSDOT also requests 2024 rail volume data directly from railroad operators. 2023 waterway data is sourced from federal source US Army Corps of Engineers for this update.
- Data validation:** WSDOT validates the data quality and corridor classification to ensure meeting designation criteria. WSDOT also follows up with data-submitting entities to resolve any data concerns and make necessary adjustments to corridor classification as appropriate.
- Strategic freight corridor submission:** the list of FGTS corridors meeting strategic freight corridor criteria were submitted to FMSIB in mid-November and adopted by the board.
- Data publication:** GIS data for FGTS corridors was created and published through WSDOT geospatial open data portal and an online FGTS map application at the end of April 2026.
- County data amendment:** WSDOT coordinated with CRAB in amending the 2025 FGTS designation between February and April 2026. WSDOT submitted the amended county T-1 and T-2 truck corridors to FMSIB at the end of April 2026.

Exhibit 2: FGTS update process and timeline



Appendix C provides additional details on each step of the update process.

FGTS update results

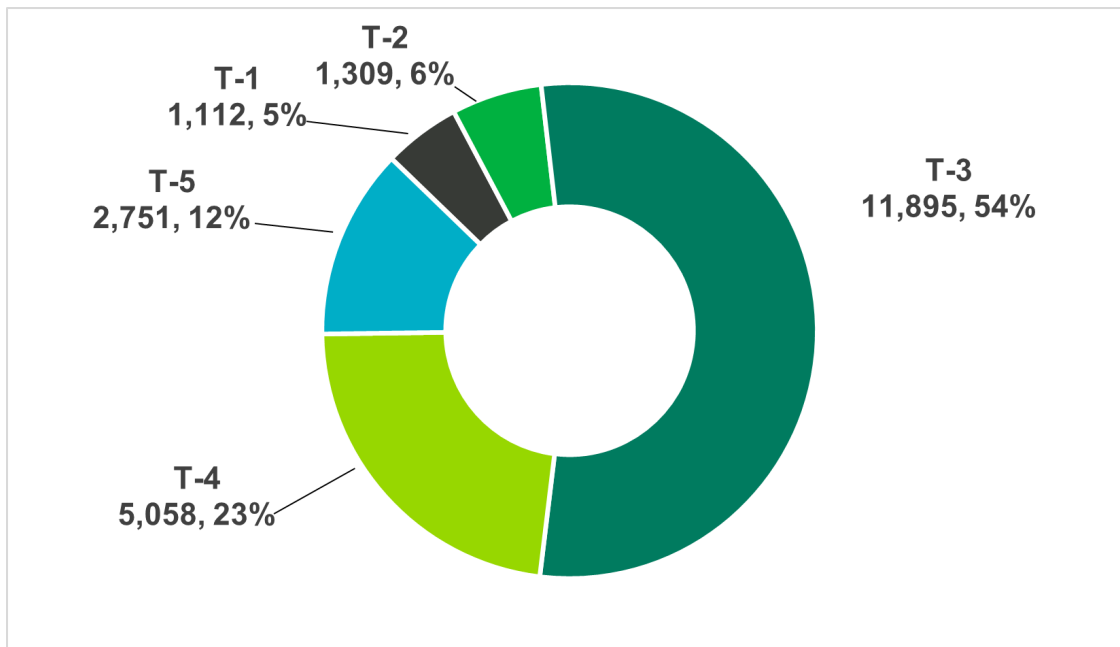
This section provides a summary of the 2025 update results for the Freight and Goods Transportation System, and the designation changes since 2023. Maps and detailed tables for all types of corridors are provided in Appendix A and B, and data limitations are discussed in appendix D. Supporting data products, including the [interactive web map application](#) are available on the WSDOT freight website.

Truck freight FGTS corridors

A total of 22,125 centerline miles of roadways have been identified as moving freight throughout Washington State and designated as truck FGTS corridors. 2,421 miles of truck corridors, accounting for 11% of total truck FGTS mileage, are designated as either T-1 or T-2 corridors and have been adopted by FMSIB in April 2026 as Strategic Truck Freight Corridors (shown in Exhibit 3).

The T-1 and T-2 corridor designations include 1,948 miles on state highways, 341 miles on city streets and 133 miles of county roads have been classified as T-1/T-2 corridors (shown by Exhibit 4). The total mileage of T-1 and T-2 corridors on state highways, city streets and county roads decreased by 13% compared to 2023, reflecting a net reduction of 350 miles largely due to changes in reporting requirements for T-1 and T-2 corridors (see Changes to 2025 FGTS Update in this report).

Exhibit 3: Mileage Summary of Truck FGTS Corridors in 2025*



* This chart reflects state, city and county T-1 and T-2 data reporting received as of February 2026 for this FGTS update. WSDOT completed the county data amendment in April 2026.

Exhibit 4: Mileage Summary of T-1 and T-2 Corridors by Facility Type in 2025

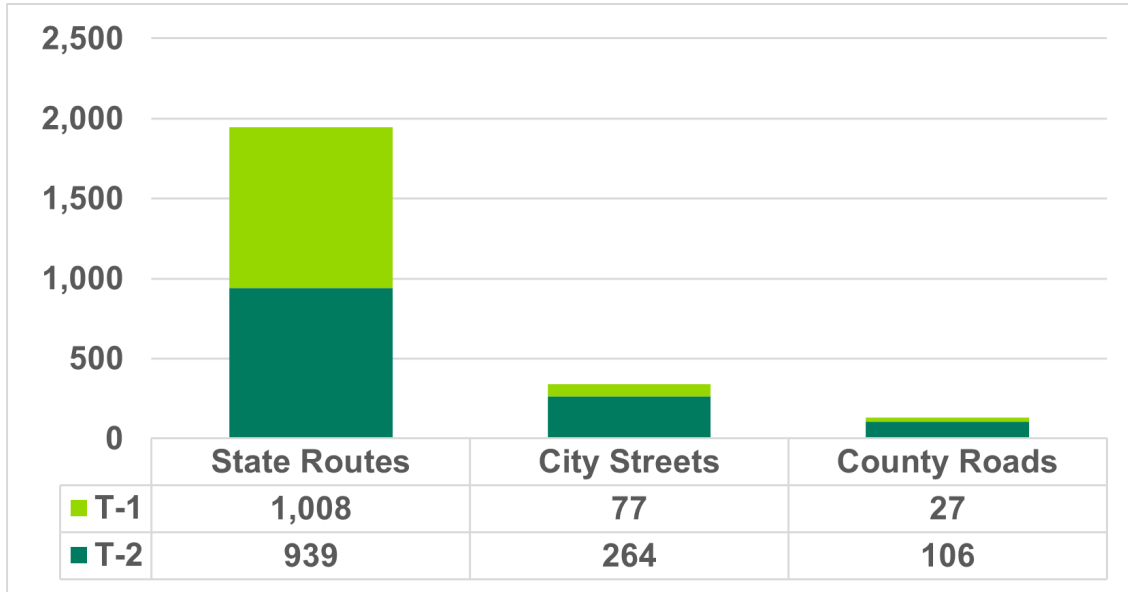
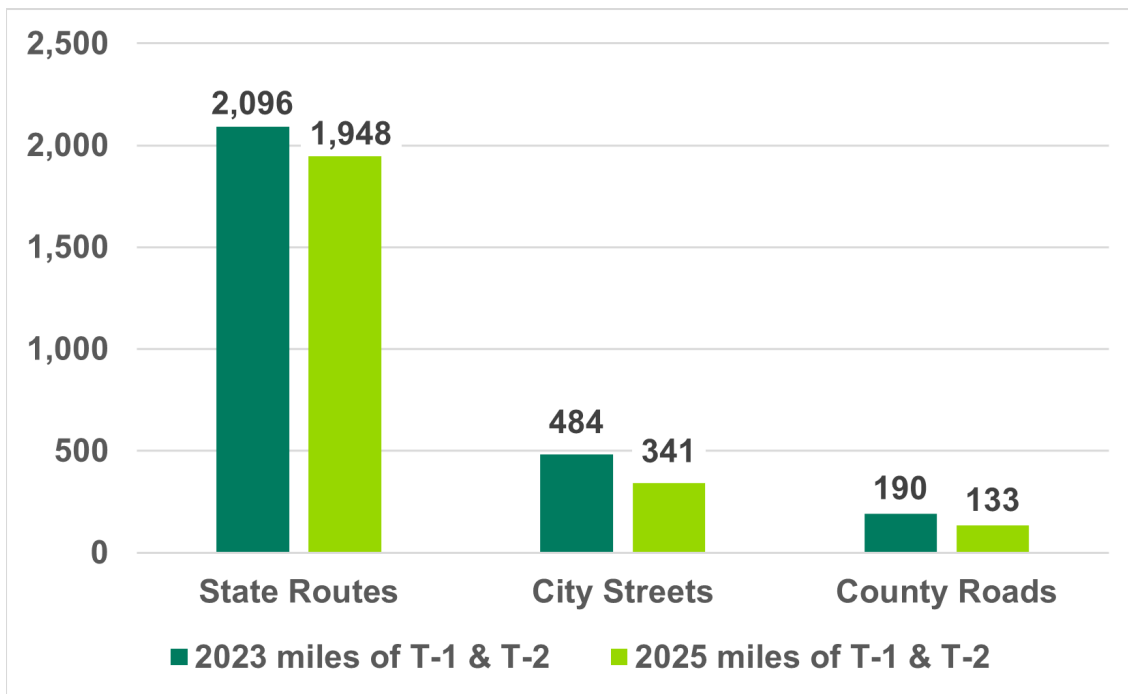


Exhibit 5: Mileage Change to T-1 and T-2 Corridors Between 2023 and 2025

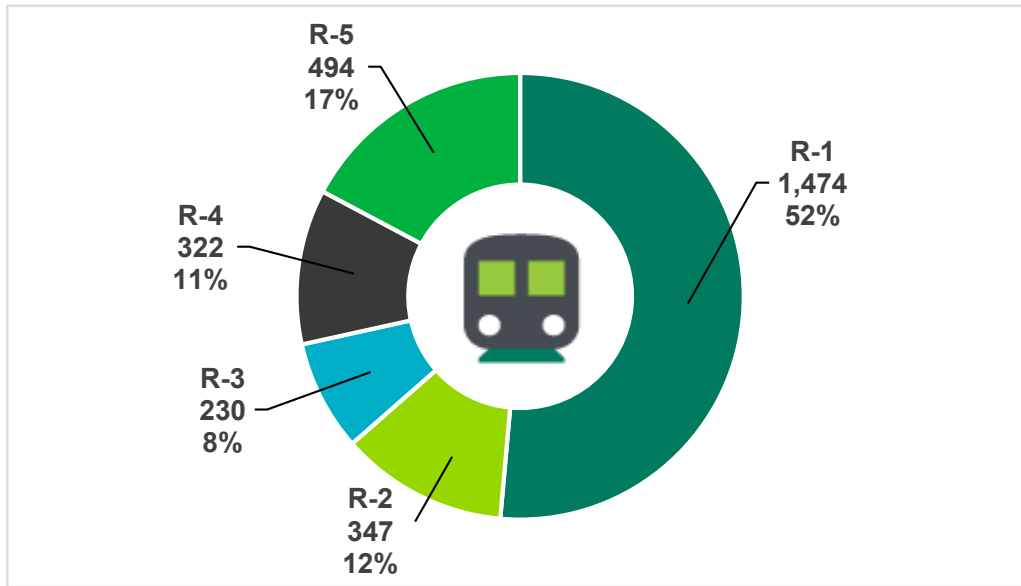


Maps and the detailed lists of 2025 T-1 and T-2 corridors by state routes, county roads and city streets, and classification changes since 2023 are presented in appendices A and B.

Rail freight corridors

A rail system consisting of 2,866 miles has been identified as moving freight in Washington State and established as rail FGTS corridors. The update classifies 1,474 miles (52% of total rail FGTS mileage) as R-1 corridors, with no changes since 2023. Maps displaying R-1 corridors for railroads, rail FGTS networks and the list of R-1 rail segments are provided in appendices A and B respectively.

Exhibit 6: Mileage summary of rail FGTS corridors



Waterway freight corridors

A total of 788 miles of waterways have been identified as waterway FGTS corridors. Of those, 741 miles were classified as W-1 through W-4 corridors with no change since 2023. Maps and the list of waterway freight corridors are provided in appendices A and B respectively.

Exhibit 7: Mileage summary of waterway FGTS corridors

